

Notes on the overland route to the West Coast, via Emu Bay Railway.

Map

Royal Society 27/8/01

The series of photographs which I intend introducing this evening, will embrace rather a wider scope than the West Coast Route from Burnie to Zeehan, which the title ^{my notes} ~~of the~~ ~~route~~ ~~will~~ ~~indicate~~. I have thought that it may increase interest if I gave views showing the principle towns with their surroundings (as far as I have been enabled to get them) along the North West Coast, leading up to Burnie where the railway journey westward commences. They may, possibly, serve to impress those who may not yet have been privileged to visit this fine stretch of country, (the garden of our island) with the importance of this ^{populous} ~~most~~ ~~valuable~~ ~~and important~~ ^{prosperous} part of the State.

From Burnie I shall show the features of the Emu Bay Railway - ~~its route and engineering details~~ ^{right through} as far as the Argent Tunnel - 5 miles from Zeehan, and 83 miles from Burnie - which is as far as it is worth while considering. Out here the North East Dundas Tram runs side by side with the Emu Bay ^{but} ~~and~~ instead of going into

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Zeehan by this route I shall go back along the most picturesque part of the N.E. Dundas Tram, from Montezuma to Wilbansford - the termination of the line - then ascend Mt. Read, noting everything of interest there, and so down to Zeehan, over Mt. Dundas, by the "Purple" track. At Zeehan we shall note the progress of the town, show some of its principle mines, and terminate this lengthy programme at Strahan, the seaport of the West Coast. — Refer to map —

Commencing our North-western journey at Evandale Junction, the distance to be covered by rail before Burnie is reached is just 100 1/4 miles.

None to the North West. — Their great wall-like line, standing up several thousands of feet from the plain, looking solid and massive, indicate the fringe of our Tasmanian Highlands, country containing so much that is fascinating

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to many of us, and which has so much more to disclose when we are prepared to go out and search for it.

Passing Longford, Perth, and Westbury, all old towns, situated amidst comfortable agricultural ^{pastoral} conditions, our first view will be at Deloraine, on the bank of the Mearns River - a tributary of the South Esk, which as you know, empties into the Tamar at Cataract Gorge, Launceston.

- ✓ 1 Deloraine & the Mearns River (34 miles)
- ✓ 2 " & Quamby Bluff
- ✓ 3 " from Anglican Church
- ✓ 4 Mearns River from Bridge

~~Repton~~ 30 miles further on brings us to the town of La Trobe, on the Mersey River. The main road to the North West Coast passes through the town.

- ✓ 5. La Trobe } W
 - ✓ 6. " } E
 - ✓ 7. " } S
- Panorama

La Trobe is lighted by gas and has all the convenience of an up to date town.

Yrban by this route I shall go back
 along the most picturesque part of the
 N.E. Dundas Tram, from Montezuma to
 Williamsford - the termination of the line -
 then ascend Mt. Read, noting everything of

Of the run from ~~the~~ ^{the} junction to Deloraine,
~~and the mountain~~, I need say little, we all
 know it and I am sure have always appreciated
 its beauty. Particularly noticeable are the
 Grand Western Tiers, which follow down to
 Deloraine, where we leave them and strike away
 more to the North West. - Their great wall-like
 line, standing up several thousands of feet from
 the plain, looking solid and massive, indicate
 the fringe of our Tasmanian Highlands,
 Country containing so much that is fascinating

Taking train from Ulverston we can now get right through to Burnie, by the line recently opened by Government, running the whole distance of ^{over} 114 miles by the sea shore — one of the most charming rides imaginable — and passing several important places, Penguin, Blythe River etcetra. — [About 2 miles distant from Burnie we get a good general idea of the country from one of the high hills by the sea shore].

✓ 17 General View Eum Bay & Burnie

✓ 18 Burnie Eum Bay

✓ 19 Eum Bay looking E. from Burnie

Now that we have gained a rough idea of the scenery and towns of the North West Coast up to this point, the journey to Graham will be continued from here, Burnie being the head quarters of the Eum Bay Railway, the whole concern being under the able control of the Company's Engineer — Mr J. Stirling.

I am indebted to Mr Stirling kindness and forethought in affording the facilities for getting the best views along the railway. The work commenced at Guildford Junction, where we started on a trolley through to Graham, doing the photographic work as required along the route. Three days would — with a ~~man~~ ^{of ordinary skill} — have finished the work right through, but, of course I met with bad weather, and it took me five days to get what I required.

From Burnie to Guildford Junction — a distance of 38 miles, we pass over the old V.D.L. Coys Mt. Buxley Line. It is lightly built, plentifully curved, and, for a start, the first 5 miles or so has a gradient of 1 in 30. — For heavy traffic, in my opinion, it must be remodelled and part of the road relocated. For the first 15 or 20 miles we climb the high country, the grades are heavy, and the hilly country not at all picturesque, farm clearing being the prevailing order, the ground being ~~the~~ very rich, I should imagine, from the fine red or chocolate soil which shows right through. After 20 miles the country opens out into plains, grassy and pleasant looking, several mountains showing occasionally — The Dial Range, Valentines Peak, & Mt. Pearce — ~~and~~ adding to the general effect.

✓ 20 Guide Falls Yes

✓ 21 Guildford Junction ✓

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It takes about $3\frac{1}{2}$ hours to reach Guildford Junction where the passengers for Waratah change, the distance from Guildford Junction to Waratah being 10 miles. — As the photograph on the screen indicates, there is not much of the picturesque at Guildford Junction, but we get on to a really good and substantially built railway, and the scenery improves as we go onwards. Now that we are really on the ^{new} Eum Bay Railway Corp line, I shall ~~mention~~ ^{give} very briefly, some details concerning the ~~on~~ ~~character~~ of the line, ~~and~~ which may be of interest. — The length of the railway from Guildford Junction to Waratah is ⁵⁰ ~~55~~ miles. The survey was commenced in Nov^r 1897, and finished in ~~1899~~ December 1899, the cost being £13,000. The construction of the line was completed in $3\frac{1}{4}$ years, costing about £220,000, ~~and~~ the ~~gauge~~ ^{gauge} being same as Government railways — 3 feet 6 inches. The locomotives to be used are English 8 wheel Coupled weighing ready for work with tender 72 tons.

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Leaving Guildford a run of 8 miles brings us to the Hatfield River, the Country on the way being uninteresting, timber & plain, the Coast belt on pass showing up, and ^{which now} we never lose sight of.

22 Hatfield River & Bridge

The Hatfield is a tributary of the Murchison River which junctions with the Murchison. The bridge here shown has 2 twenty foot spans, concrete abutments, and timber superstructure. Some few chains further on we enter upon the great open plain of the Hatfield, extensive open country stretching in all directions, belt on rush and tree clumps, looking very inviting and beautiful. The fine valley of the Hatfield River winds through this country to the west, while looking further East, Mt. Murchison stands up in great majesty making a sublime picture. I am sorry I was unable to get a photograph showing this, great back fires about Mt. Farrell being raging at the time. Scrambling down the steep upright clad banks of the Hatfield, above which we stand, reaching its rocky bed, we come upon a fine waterfall some 40 feet high.

✓ 23 Hatfield River Falls 10

The Railway at this point has a long stiff grade down to the Murchison — 1 in 40 — the distance being about 20 miles. About a mile across this plain, looking back we get a good view of Mt. Pearce, ~~and also showing~~ ^{also} the picturesque character of the Hatfield Valley.

✓ 24 Mt. Pearce & Hatfield Valley.

Continuing our journey, at about 5 miles, we come upon the valley of the Que River.

✓ 25 Que Valley & Mt. Murchison

this view showing doubly, Mt. Murchison in the background.

26 Johnsons Cutting

This is one of the many works, some of which we will notice, along the line. It is a 7 chain cutting, ~~through slate~~ ^{through slate}, 40 feet deep. $2\frac{1}{2}$ miles further on we come upon the Bridge over the Que River.

✓ 27 Que River Bridge

This bridge is $15\frac{1}{2}$ miles from Guildford Jn, and as you can see, ~~it~~ ^{is} built of timber; has 13 20ft openings, and is 64 feet high.

✓ 28 Two Rocks

1/2 a mile farther on the line passes through rocky country, & the actual shore on the screen, and at 17 3/4 miles we meet a small stream the Balgobae, crossed by a substantial wood bridge.

✓ 29 Balgobae Bridge

It has 10, 20 feet openings & is 22 feet high. At 21 1/4 miles we get a view of Mt. Farrell, Lyndal, Murchison & Bluff.

✓ 30 View showing Mt. Farrell, Lyndal &c

It is here about that the proposed tramway from Mt. Farrell will junction with the Sun Bay Line, the length of the tram will be 8 miles. The line & its equipment is estimated to cost £10,000. The distance to Mt. Farrell in a direct line from this point is about 4 1/2 miles.

From this point, from the summit of the Hatfield Plains, the railway has been running through plain, and timber country alternately, but a few miles further on we enter rough timber country which obtains right through, almost to Yreham, over 20 miles. — Leaving this

Open Country we enter to what is known as the Roko Gorge, a series of high, precipitous, wooded hills, the result of that name emptying into the Peiman River a few miles below. — The Peiman reached, we meet the first of the Railway Company's fine steel bridges.

✓ 31 Peiman River Railway Bridge

It has 1,150 ~~ft~~ and 2 25 feet spans, and is 70 feet above ordinary water level, and 95 feet above the bed of the river.

The Peiman River here is deep, dark, rocky, and forbidding.

✓ 32 Peiman River looking east from Bridge

The hotel at the Peiman, a long, bare, wooden building, as ugly as you can imagine, stood above the bridge on the west bank, but was burnt down some time ago.

✓ 33 Rock Cutting at the Peiman

Just off the bridge we come upon the deepest and hardest cutting on the railway. It is 60 feet deep.

✓ 34 Peiman Siding —

From the Peiman the railway rises for a mile or more — this view shows ^{the} part of the siding.

At 30 3/4 — 2 3/4 miles from the Peiman we catch the first glimpse of Mt. Read.

✓ 35 Mt. Read from Sun Bay Rsp.

This view shows its ^{western} Eastern base. A mile and a quarter further on we pass through heavy rock cutting, to the second steel bridge on the railway, spanning the Stitt River, another tributary of the Peiman, taking its rise from Mt. Murchison.

✓ 36 Stitt River Railway Bridge, Rosebery

37 " " " " " "

✓ 38 Stitt River Falls.

✓ 39 " " from the Bridge

✓ 40 Rosebery & Mt. Murchison from above bridge

Rosebery is prettily situated, lying in a basin with high wooded hills surrounding it, and a very fine background of Mt. Murchison — as the photograph on the screen will show.

¹⁴
lowering to the Eastward. - In the summer heat it is scorching and freezing in the winter time.

At present Rosebery is living on the strength of its latent possibilities, and, Micaeober like is waiting for something to turn up to start them going. - Zinc blende is the trouble, and, when the problem of its economical treatment is solved, then will Rosebery flourish. The Tasmanian Copper Company - an English ^{and} ^{and} hold the largest interest here, and have spent £10,000 in exploration and testing, besides having built several fine houses for their staff.

Mt. Black Mine -

Gov. Township at Ry. Station.

Road to Williamsford - 5 miles - east

41 Mt. Murchison from Williamsford Rd.

42 Mt. Black

Continuing our Railway journey, at 5 miles from Rosebery we come again upon the Peiman River, which has greatly improved in size & appearance since we crossed it at the

¹⁵
Railway Bridge 9 miles back.

✓ 43 Peiman River looking East

✓ 44 A Bend on Peiman "

✓ 45 Peiman River looking N.W.

One mile and a half further on brings us to the 3rd & last of the Company's steel bridges this one spanning the Ring River.

✓ 46 Ring River Railway Bridge, below
Its height is ⁸² 82 feet - has 9, 30 ft. spans and 1, 15 ft.

✓ 47 Ring River Ry. Bridge, above.

A Quarter of a mile beyond we come upon Herricks Cutting - 38 feet deep.

✓ 48 Herricks Cutting

Below this cutting we get rather a pretty view of the Ring River.

✓ 49 Ring River near Railway Bridge

Within the next mile we pass through a series of cuttings

✓ 50 Bakers Cutting at 39. 55

¹⁶
55 feet deep

✓ 51 McFatts Bank & Cutting 39. 68

The Cutting 57 feet deep

The Bank, - Vertical height at toe 85 feet.

Passing through another large cutting at the Remison Bell property, which I was unable to get, at 43 miles 54 ch. we come upon the Argent River Bridge by the Tunnel.

✓ 52 Argent Bridge

42 feet high, with 7, 20 feet spans.

✓ 53 Argent Tunnel - Northern Entrance.

This was the most difficult part of the whole undertaking. It is built of concrete blocks; is 20 chains in length; took 2 years in construction, and cost £30,000. - The height of the hill above the railway is 257 feet.

✓ 54 Recent works at N. End of Tunnel

✓ 55 ~~C. Ry~~ Ry look: N. from above Tunnel.

✓ 56 View looking N. at top of Tunnel Hill.

✓ 57 Sun Bay Ry. & Jerban from above Tunnel.

From the tunnel to Zeehan the distance by Rail~~way~~ is 5 miles, and at 2 miles from Zeehan, or $48\frac{1}{4}$ miles from Guildford Junction, the railway junctions with the Dundas Line, a short line of $7\frac{1}{2}$ miles, running from Zeehan to Maestr's, at Dundas) which the Dun Bay Coy have purchased, but which at present is worked by our Government. The terminus of the railway at present is the Government Rail~~way~~ Station at Zeehan. At present the Company are using the rolling stock of the Mt. Bischof Railway Coy: (whose line and plant they ^{have bought} purchased) but they will soon introduce modern & comfortable ^{English} carriages of their own, and their locomotives will ^{be} being English 8 wheel couple, weighing ready for work, with tender, 72 tons.

at about the point where Mr
Back had to leave it, ^{unrepresented} on account
of lack of photographs.

Briefly, this narrow gauge railway is
about 18 miles in length, takes about $2\frac{3}{4}$
hours by train to cover ^{the} distance, and at
the terminus - Williamsford - is 565 feet
higher than Zeehan, or 1098 feet above sea
level, Zeehan being 533 feet above sea level.

The scenery along this train is good, but its best
commences at about Montezuma 14½ miles
from Zeehan, and from there to Williamsford,
where it passes through the gorge of the Kung River
~~right through~~ almost to its source, we are carried
along through a veritable West Coast fairy land.
The predominating features are fobias and
gorges, - fobias and gorges apparently nearer end-
ing, and the peaks got as we are twisted along
this marvellous sinuosity reveals, still beyond,
this endless hill & dale, densely clothed in this
lovely West Coast Sarment. - No finer foliage
scenery can be met with on the West Coast
than here, but, as we meet the running man
settling down in this valley, by the train
route, it makes us ~~not~~ apprehensive,

✓ 71 Williamsford Railway Station

✓ 72 Gen: View showing Mt. Read & Williamsford

✓ 73 Hercules Tram

The Mines of Mt. Read are "The Hercules" and the "British Mt. Read". The view on the screen representing the self-acting ore train of the Hercules Company. — Mining work on the Hercules is done underground, and its extent can be gauged, somewhat, by the length of its tunneling and the output of its ore. The Hon. the Manager has kindly furnished the arch-particulars, through the good offices of my friend Sir Luke Williams, the manager of the British Mt. Read, which will show this. This company has undertaken to output — ~~ore sold during past 6 months~~ supply 10,000 tons Gossan ore, with the right to deliver an equal quantity of sulphidic ore, to the Smelting Company of Australia, Dapto, N.S.W., and during the past six months, the ore sold has realised £18,495, ^{from} 1750 tons Gossan, and 950 tons of zinc-lead sulphide ores.

Ore at Grass — Stacked on the mine.

Gossan ore	600 tons
Zinc Lead Sulphide	3070 "
Copper ore	528 "
Total	4198

The Ore in sight which has been opened up is computed to be —

Gossan Ore	15,000 tons
Zinc Lead Sulphide	158,000 "
Copper Ore	15,000 "
Total	188,000 tons

Summary of underground workings —

Drives	2100 feet
Crosscuts	3050 "
Rises & Winzes	1042 "
Ore Passes	120 "
Total	6312 feet

All the ore from these mines come through to Yrehan by the North East Dandenong Tram. To visit Mt. Read from Williamsford, the traveller has the choice of two routes. He can either ascend by the horse track which winds

and zig zags for two miles up to the 2000 feet level on which the mines ^{averaging 1.6 grade} and township are situated, or, disregarding the ~~main~~ by-laws of the Hercules Coy: which prohibit the public from using their tram-road, he can go right up the straight steep ^{take} gradient. — I would advise anyone to ~~choose~~ the horse track — altho. longer, it is infinitely easier. The top reached, passing the Hercules workings, ~~perhaps~~ offices, we dip into a kind of basin or hollow on the western side of the mountain, and in it, snugly situated, we find the British Mt. Read Mine, forming the nucleus of a township, at present, very humble, and decidedly uninviting in its humblity. In the presence of Major Bagshaw, "It is tough, Sir, tough." Well, considering the character of the population, purely a mining one, and the abominable ^{surprising} climate, this I suppose, must not be ~~surprised~~.

My visit to Mt. Read was, ^{however,} made pleasant and easy, by the extreme kindness of Sir Luke Williams, of the Mt. Read Mine, who did all in his power to render me every possible assistance and information, and owe him a debt of gratitude.

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with the mine! -

74 *The Open Cut British Ind. Read Mine*
 This is the parent mine of the Ind. Read District,
 and was pegged in by A. G. Conliffe
 of Hobart, floated locally, and afterwards sold

to the present English Company.

Or - The Capping of the lode in ~~many~~ places is oxidized ore (iron) which goes down to 60 feet in depth in many places, but the main bodies, partake of the character of the surrounding country, - sulphide ore - a mixture of the sulphides of zinc, lead, & copper, carrying gold and silver.

The mine is worked by open cuts - as shown on the screen - and ^{will be} continued on the Northern half of the property down to the Tunnel level which will be 300 feet ^{deep} at the Southern boundary. Below that level the mine will be best worked by overhead stopping.

Future development will consist of the construction of a self-acting tramway from the mine to machinery site 1500 feet below.

The erection of Concentrators to treat 1000 tons of Crude ore per week for the purpose of reducing the bulk of the lower grade schists which are impregnated with zinc, lead, copper, ^{silver} and gold bearing ores.

The erection of Metallurgical Reduction Works and the opening up of the mine by driving deep level tunnels. - For one mile of tunnel

driven from the King River, in the valley below the mountain, a vertical depth of 2350 ^{feet} below the outcrop can be obtained. - Sites have been chosen and cleared for the machinery, and trees and scrub cut down along line of proposed self-acting tramway.

One ton from Mine -

378 tons were despatched for special treatment. 4,358 $\frac{1}{2}$ tons have been sent to the Zeehan Smelters representing a gross value for all metals of £70,270, 0.0.

18,793 tons are stacked on the mine for future treatment, containing 2943 ounces of Gold; 137,597 ounces of silver; 693 $\frac{1}{2}$ tons of lead; 2604 tons of zinc; and 21 tons 7 cwt copper. The total ^{quantity} ~~amount~~ of ore raised from the mine to date represents 26,530 tons.

On the Northern side of the hollow in which the township lies the ground rises up forming a ~~small~~ eminence known locally as Mt. Hamilton, and ascending it we get a very good - the best - view of the township and surroundings.

25-1. Mt. Read township Mt. Dundas

76 2. Heemskirk & Zeehan from Read.

77 3. N. Western View from Read.

78 West Coast Range from Hamilton.

The highest point of Mt. Read - 3890 feet above sea level - lies two or three miles by track, to the South-East of Mt. Hamilton, or the township, and the travelling from either is good, a fine track, cut through an extraordinary dense fringe of stunted scrub - manuka, King William Pines, *Tasus gunnii*, Richia etc., leading out into clear plains up to the summit. - Some distance from the summit, on the South slope of the mountain, some few hundred feet below, lies a pretty lake which is well worth visiting, the track leading through lovely foliage.

79 Lake Johnstone, Mt. Read

This lake a little over 3000 feet above sea-level has been ^{named} ~~called~~ after Lake Johnstone, after that worthy gentleman, so intimately associated with the well being of the Society, and everything scientific - Mt. Read Johnstone. The ~~notable~~ ^{managing} manager of the Mt. Read mine - Mr. Hubert Williams - has already sent

his eye upon this reservoir, has surveyed it, finding it to register 70 feet in depth in the centre, having an area of $5\frac{3}{5}$ acres below overflow level, and with a capacity of 52,667,000 gallons of water, the whole of which can be drawn off by a tunnel 700 feet long, and the water brought to the Mt. Read Coy's machinery site in a race to a point 1000 feet vertically above, and then brought down to the site in pipes. The Company holds water rights from this lake.

~~Map of Lakes Johnstone, Westwood, Julia, and Selma, and Ome Country.~~

81 Mt. Munreison from Read.

82 Looking towards Rosebery from Read.

I was struck most forcibly with the character of the timber growing on the exposed western slopes of the higher levels of Mt. Read, near the township. The struggle for existence shown particularly by the King William Pines, ~~which~~ ragged, twisted, and storm beaten, seemed to me almost pathetic, and I could not help admiring some of them

~~these~~ sturdy old veterans who seemed to breathe defiance ^{always} towards the stormy western quarter.

83 King Wm Pines, summit Mt. Read.

84 Morning Mist King Valley

85 " " looking towards Rosebery

86 (Repeat) Mt. Read township from Mt. Hamilton.

The distance by track from the Read Mine to the Corral or Maestrus is 7 miles, the first two or three miles to the Pimple being rather rough, but good walking, the balance of the distance being corduroy. - From the main track to the summit of the Pimple, the path is short, ^{and} sharp, and the view from the top is magnificent. Zeehan lies spread out before you, and the grand West Coast Range, is seen to the best advantage from this point of view.

87 ~~Read~~ Mt. Read from the Pimple. ^{looked} NE.

88 Looking East from the Pimple.

89 ^{The West Coast Range}

90 Zeehan & Dundas from Pimple.

91 Mt. Dundas

92 Packing on Pimple Track.

Taking the railway at Maestrus, 40 minutes brings us into Zeehan, where we will now rapidly review the past and present aspects of the town and its surroundings.

93 Zeehan 1890 from West

94 " 1901 " "

95 " 1890 showing Mt. Dundas

96 " ~~1891~~ " " "

97 " Main St - Pegging Day 1890

98 " 1901 from Cattle Track

99 " Main St 1890 from Andersons

100 " " " 1901

101 " " " " Commercial Bank

102 " " " " G.P.O. & Grand Hotel

103 " " " 1890 at R.C. Church

104 " " " 1901 near " "

105 " 1901 from Cattle Track show: Mt. Zeehan

106 " East rail. Zeehan from North

We will now glance at ~~some~~ ^{a few} of the mines around Ipsham, taking those at the West End of the town

X107 { General View Silver Queen, Oorah, Western, Crown, and Montana Mines.

X108 Silver Queen Mine

X109 Oorah Mine

X110 Montana Mine — 200 men.

X111 Silver Crown Mine

X112 Western Mine from East — 270 men.

X113 " " " West

X114 Crushing Floor Slime Department

X115 Text " below, "

X116 Lower " " "

£120,000 paid in adv. 34/- per ton

Expenses further £375,000 £253,000 of which paid in wages.

These ~~are~~ ^{represent} only a few of the large number of mines in and around Ipsham which are steadily developing and increasing the large annual output of this field which ~~at the end of last year~~ ^{for the last 12 months} represented the sum of £252,872.

Two miles South West of Ipsham are the ^{reduction} works of the Tasmanian Smelting Company on the Govt. Railway to Strahan — a ~~fine~~ ^{fine}

Riding Connecting the works with the ~~Government~~ ^{main} line

X117 Panorama Showing Smelters

This establishment is of immense value to the district, enabling the lower grade ores, unprofitable to mine for export, to be treated on the field at a profit, and it consequently has a large increasing business.

X118 Smelters from Lev.

The scenery on the railway to Strahan is not picturesque, and nothing of interest and beauty, ~~except~~ ^{except} perhaps the Klip Heutz River which is crossed about 1 1/2 or 2 miles from its mouth, at the ocean beach.

X119 Heutz River from Railway Bridge

X120 " " near " "

X121 " " " " "

X122 " " at its mouth.

X123 East Strahan from N.E.

X124 " " " Regatta Point

(about 16 miles from Ipsham)

(28 1/2 miles from Ipsham)

X125 Botanical Gardens Strahan

X126 " " " Waterfall.

X127 Outside Steel Gates Macquarrie Harb.

In concluding this series of views, while thanking you for your kind attention, through what I fear has been too lengthy a programme, I cannot but regret that necessity has compelled me to make this journey in such a round-about way, covering a distance of, roughly 338 miles when, in reality 170 miles could have brought us to the same terminus, and in a few hours time, the present route necessitating two days travelling.

I sincerely trust that Hobart instead of being so unfortunately isolated from such an important part of our island, will be brought into more immediate touch with the West Coast, by the speedy continuation of the Glenora Railway, which would undoubtedly give Hobart, what its position as the Metropolis demands the highest controlling influence of the State.